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171 S1  
75680 TIMING  
22418 PILOT  
S2 13 S1 AND (TIMING OR PILOT)  
171 S1  
75680 TIMING  
22418 PILOT  
28719 DIESEL  
S3 28 S1 AND (TIMING OR PILOT OR DIESEL)  
28 S3  
2657707 PC=US (United States of America)  
S4 14 S3 NOT PC=US

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DIALOG(R) File 351:Derwent WPI

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WPI Acc No: 2001-364284/200138

XRPX Acc No: N01-265917

Gas fuel internal combustion engine for vehicles, has controller for optimum fuel injections individually into interconnected main combustion chamber and ignition combustion chamber based on engine load

Patent Assignee: GH GOTO IKUEIKAI (GOTO-N)

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
JP 2001107809	A	20010417	JP 99284977	A	19991006	200138 B

Priority Applications (No Type Date): JP 99284977 A 19991006

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
JP 2001107809	A		7	F02M-021/02	

Abstract (Basic): JP 2001107809 A

NOVELTY - The engine has main combustion chamber (8) in cavity (14) of piston and ignition combustion chamber (9) which are interconnected through passage (13). A controller is provided for optimum control of main and supplement fuel injection valves (11,12) which inject fuel individually into the chambers (8,9) based on engine load and ignition timing control of ignition plug (10) in chamber (9).

USE - For vehicles using natural gas as engine fuel.

ADVANTAGE - Improves fuel consumption economy by supplying fuel using supplement fuel injector only, as main and ignition combustion chambers are interconnected. Improves engine performance as optimum fuel injection control is performed based on engine load without need for a throttle valve.

DESCRIPTION OF DRAWING(S) - The figure shows schematic block diagram of gas fuel internal combustion engine. (Drawing includes non-English language text).

Main combustion chamber (8)

Ignition combustion chamber (9)

Ignition plug (10)

Fuel injection valves (11,12)

Passage (13)

Cavity (14)

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Title Terms: GAS; FUEL; INTERNAL; COMBUST; ENGINE; VEHICLE; CONTROL;  
OPTIMUM; FUEL; INJECTION; INDIVIDUAL; INTERCONNECT; MAIN; COMBUST;  
CHAMBER; IGNITION; COMBUST; CHAMBER; BASED; ENGINE; LOAD  
Derwent Class: Q52; Q53; Q54; X22